

Lincoln Metropolitan Planning Organization
Listing of Federally Obligated Projects
Fiscal Year 2011-12
Reporting through January 2012

Planning requirements for Metropolitan Planning Organizations (MPO) are outlined in the federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU requires MPOs to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This provides a record of project delivery and a progress report for public information and disclosure. SAFETEA-LU states:

"...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program." (*Title 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B)*)

The Lincoln Area Metropolitan Planning Organization (Lincoln MPO) has coordinated efforts in generating the data contained in this report. The federal obligated funds being reported on covers Fiscal Year 2012 (October 1, 2011 - September 30, 2012). To be included in this listing, an obligated project must be either entirely or partially located within the Lincoln MPO transportation planning area. The obligated amounts shown in this report are attributable to entire projects, including those portions located outside of the planning area.

The Federal Highway Administration (FHWA) defines obligation as the Federal government's commitment to pay or reimburse the States or other entities for the Federal share of a project's eligible costs. (*FTA/FHWA Guidance on Annual Listing of Obligated Projects, 2007*) An obligated project is one that has been authorized by the federal government and funds have been obligated or approved for reimbursement. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For FHWA projects, an obligation takes place when a project agreement is executed and the State/grantee requests that the funds be obligated.

The projects listed in this report have been developed in accordance with FTA/FHWA Guidance on Annual Listing of Obligated Projects. It is the primary responsibility of the MPO to prepare the list, and it is the MPO's Transportation Improvement Program (TIP) that serves as a basis for the information. However, the TIP identifies projects within the fiscal year that project implementation is anticipated rather than when the project received Federal authorization. Therefore, the obligated list of projects must be developed through a cooperative effort with state and public transportation operators responsible for tracking project authorizations and obligations.

Lincoln Area Metropolitan Planning Organization

The Lincoln Area Metropolitan Planning Organization (Lincoln MPO) functions as the regional agency responsible for transportation planning in the City of Lincoln and Lancaster County, Nebraska. As the MPO, Lincoln is charged with providing a continuing, comprehensive and

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cooperative transportation planning process for expenditure of state and federal funds within its planning area. The Lincoln MPO members include the City of Lincoln, Lancaster County, Nebraska Department of Roads (NDOR), and other transportation-related agencies such as StarTran and the Lincoln Airport Authority. Through the MPO transportation improvement programming process, members receive and program federal funds for transportation projects and programs.

As the designated MPO, the City of Lincoln is responsible for the development of plans and programs that provide for the development and the integrated management of transportation systems and facilities that will function as a multimodal transportation system for the geographic area that is projected to be urbanized within the next 20 years.

The Lincoln MPO functions under a committee structure comprised of a Policy Committee (Officials Committee) and a Technical Advisory Committee (TAC). The Officials Committee consists of elected officials representing the City of Lincoln, Lancaster County, the State (NDOR represents the Governor). The Officials Committee provides policy direction and a forum for transportation planning policy and activities.

The TAC consists of professional planners and engineers from local governments and other transportation related agencies. Working groups and ad hoc groups are also created and appointed, as need dictates. The basic responsibilities of the TAC include directing staff in the development of transportation plans and documents such as the Long Range Transportation Plan and Transportation Improvement Program. The TAC provides recommendations to the Officials Committee.

The Transportation Improvement Program

The Lincoln TIP lists transportation projects to be undertaken over a four (4) year period that will be funded, at least in part, with funds from the FHWA and/or FTA. The TIP is the programming mechanism by which projects in the 2030 Long Range Transportation Plan (LRTP) get built. The TIP provides the opportunity to select projects to implement the transportation planning goals expressed in the adopted LRTP. In order for a project to be included in the TIP, it must be in the LRTP list of projects. The TIP serves as a 4-year financially feasible program of transportation improvements.

TIP projects are consistent with federal transportation regulations and accordingly, all TIP projects become part of NDOR's State Transportation Improvement program (STIP). These projects are financially constrained and implementable for each year. The *Annual Listing of Federally Obligated Projects* is derived from the 2012–2015 TIP which was adopted by the Lincoln MPO Officials Committee and amended as needed throughout the fiscal year. This TIP will remain functionally effective until the beginning of the federal fiscal year, October 1, 2012.

Summary of Terms

Programmed Funds: Funds identified the TIP for a particular project or phase and year. In the terms of federal highway legislation, the TIP is to be "fiscally constrained" and funds programmed are expected to be obligated by September 30 of the year the project is programmed in the TIP.

Authorized Funds: This is the amount of federal funds authorized or given clearance for use, but not

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yet obligated. Obligation of funds for these projects may be on hold until funds are available.

Obligated Funds: These are programmed funds that have been committed to a project phase by the federal government. Within this context, an obligation is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by a Federal agency and the funds have been committed. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For projects under the auspices of the Federal Transit Administration (FTA), obligation occurs when the FTA grant is awarded. For projects under the auspices of the Federal Highway Administration (FHWA), obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

Program Year: The year for which project obligations are reported are the MPO's previous program year. The program year for the Lincoln TIP is the same as the Federal fiscal year.

Pedestrian and Bicycle Facilities: The Annual Listing is to include obligations for projects in the TIP that were specifically identified as bicycle or pedestrian projects. For projects in the TIP that include bicycle and/or pedestrian facilities as an incidental part of a larger project, a reasonable effort is to be made to identify the cost and general location of these facilities in the Annual Listing.

Timing of Publication: The *Annual Listing of Federally Obligated Projects* is to be completed and published within three months after the end of the program year.

Advanced Construction Projects

Advanced construction is a cash flow management tool that allows states to begin projects with their own funds and later convert these projects to Federal assistance. This is a technique which allows a State to initiate a project using non-federal or "local funds" funds while preserving eligibility for future Federal-aid funds. All or part of the advance construction funds are intended to be converted and eventually be reimbursed with Federal funds. The project must meet the same requirements and be processed in the same manner as a regular Federal-aid project, except the FHWA authorization does not constitute a commitment of Federal funds on the project. "No Federal obligation is created until the project is converted to a regular Federal-aid project." (*Guidance on Advance Construction of Federal Aid Projects*, US DOT/FHWA, May 10, 1996.)

All or part of a project can be converted to a regular Federal-aid project when sufficient Federal-aid funds and obligation authority are available. Partial conversion may take place when only a portion of the Federal share of project costs is obligated and the remainder may be converted at a later time provided funds are available. Only the amount converted is an obligation of the Federal Government and identified in this report.

Summary of Obligated Projects

The types of projects for which federal funds were obligated included bridge widening, new roadways, road widening, intersection improvements and reconstruction, interchange improvements, Intelligent Transportation System improvements, safety projects, transit projects/programs, and bicycle/pedestrian/greenways facilities.

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Obligation Report

Since the Lincoln MPO is not directly involved in the obligating of federal funds, this report is based on information provided by the Nebraska Department of Roads (NDOR), the local transit operator, StarTran, and participating agencies. Listings in this report are organized by transportation-related agencies and TIP funding category. Each project listing includes the TIP control number (when available), project number, project name, sponsoring agency, federal obligation amount and funding type within the different TIP funding categories. Additionally, the report indicates those projects for which bicycle and pedestrian elements are included. Only obligated federal funds are included in this report, no local or state funds are reflected and the obligated amount shown may not reflect the total project cost.

Date Approved	Control Number	Project Number	Location	Let Date/ Action	Fund	Amount
10/12/11	13147	5205(1)	South Coddington / Van Dorn	PE Adj	HSIP	184,325.00
12/7/11	12927	HSIP-5239(7)	Countdown Pedestrian Heads, Lincoln	Let Adj/CE Adj	HSIP	(27,316.00)
						157,009.00
12/13/11	13139	LCLC-5249(7)	Lincoln Citywide Street Microsurfacing	Let Adj	LIN	318,473.00
12/13/11	13140	LCLC-5230(2)	Lincoln Downtown Street Resurfacing	Let Adj	LIN	442,710.00
1/19/12	13141	5241(5)	56th St, Shadow Pines - Old Cheney	PE Adj	LIN	637,825.00
						1,399,008.00
11/15/11	12945	55(164)	Rosa Parks Way Trail	PE	TE	6,000.00
1/23/12	12945	55(164)	Rosa Parks Way Trail	PE Adj	TE	4,560.00
1/23/12	12781	55(151)	Haymarket Ballpark Trail	PE Adj	TE	4,560.00
1/31/12	13079	55(172)	Lincoln Cavett Connector Trail	PE Adj	TE	2,880.00
						18,000.00